

JOHNSON FERRY/ABERNATHY ROAD
CAC WORK SESSION MINUTES
MARCH 11, 2003
CITIZENS ADVISORY COMMITTEE

Attendance:

GDOT Personnel:	JJG Personnel
Joe Palladi, GDOT Urban Design	Jim Chambers, Project Manager
Angela Alexander, GDOT Urban Design	Marla Greene, Community Development
Albert Shelby, GDOT Urban Design	Greg Ramsey, Transportation
Nikki Henderson, GDOT OEL	Harris Robinson, Transportation
	Lisa Woods, Transportation
CAC Members	
Angela Parker, Fulton County Public Works	
Roger Blichfeldt, SSRI	
Scott Dalton, sub for Robert Trusty, SS Christian Church	
Bill Snarr, Cobb County	Not Attending
Ed Dolan, Abernathy Road Coalition	Adam Orkin, SSBA
Dan Dobry, Cobb DOT	Mel Mobley, SSRI
David Hong, Cobb Co. (Com. Sam Olens)	Joe Gavalis, Cobb Co.
Tom Kelly, Abernathy Road Coalition	Steve Modellmog, PTC
Lynn Watson, Abernathy Road Coalition	George Smith, SSCN
Lisa Hrabe, Riverside HOA	Kevin Cheri, NPS
Bill Cleveland, sub for Mel Mobley, SSRI	Rob Simms (Com. Mike Kenn)
Tom Williams, Abernathy Road Coalition	Robert Trusty, SS Christian Church
Yvonne Williams, Perimeter CID	Douglas Dewberry, SSBA
Jerrie Woodward, Abernathy HOA	Gar Muse, SSRI
Darrell Richardson, GDOT Urban Design	Ralph Daniels (Com. Tom Lowe)

APPROVED:

Mr. Jim Chambers opened the meeting by welcoming the CAC members and guests. The meeting then was turned over to Ms. Lisa Woods who reviewed the minutes from the meeting of February 11, 2003.

Mr. Ed Dolan questioned the accuracy of the vote count regarding four lanes versus six lanes along Johnson Ferry. Members who attended the last meeting believed the count to be accurate; so a sheet of paper was passed around for each member who was at the

February meeting to reaffirm his/her vote regarding the issue. The final vote count was 9 CAC members in favor of the 4 lanes and 6 CAC members in favor of the 6 lanes.

Other discussions regarding the minutes involved the discussion of a horizontal/vertical curve issue on page 3 of the February 11th minutes. Mr. Roger Blichfeldt felt that the second and third paragraphs seem to contradict each other. There was discussion regarding designing for 35 mph. GDOT explained the difference between designing for 35 mph and introducing curves that meet 35 mph.

The minutes were approved subject to the two items above. The minutes from the February 11th meeting will be redistributed for comments/approval along with the minutes from this work session.

Mr. Ed Dolan introduced Ms. Shawna Butler who distributed issues compiled by their community regarding the corridor. Ms. Butler requested that GDOT review the following information for possible inclusion in the final design:

- ❑ A four lane roadway on Johnson Ferry Road between Riverside Drive and Abernathy Road.
- ❑ Median breaks for all streets that intersect with Johnson Ferry Road.
- ❑ A typical section 82' in width (four 11' lanes; 14' median; 2-12' shoulders and a multi-use path).

Ms. Butler further indicated that their community is concerned about the historic property in the area. They desire a road design that will cause the least impacts without neglecting the need and purpose of the project. They want to minimize the impact by removing the amenities that result in the need for additional right-of-way.

Discussion was held regarding the roadway median. Mr. Dan Dobry expressed concern that reducing the left-turn lanes to 11' would compromise safety.

Ms. Butler also reported that research showed that 70 percent of collisions occurred at Johnson Ferry, Abernathy and Riverside Drive by people turning left into their subdivisions. She noted that there were no accidents where there was a left-turn lane.

Jimmy Chambers stated that median openings are relatively close. Each median opening has a deceleration and storage-length lane allowing enough distance for vehicles to decelerate.

It was suggested that, if something must be cut, the bike lanes should be considered.

Mr. Palladi stated that the bike lanes would create a regional bike facility and that it is designed to accommodate the true "nuclear bikers." In addition, GDOT guidelines

prevent trees from being less than 8' from the edge of the travel lane. The additional 4' provided by the bike lanes will assist in allowing the possible inclusion of trees in the design of the roadway. Joe Palladi stated that no median did not meet GDOT policies.

Tom Williams suggested that bicycle organizations should be contacted to receive their input on the pros and cons of nuclear bike lanes verses wide sidewalks.

Mr. Williams also discussed the community's concerns regarding Burdett Drive. A survey was conducted along Scott Valley Road and River Valley for his community, and their issues are:

- ❑ If a right-turn lane is allowed into a subdivision, a left-turn must be provided out of the community.
- ❑ 80% of residents make a right turn leaving the community.
- ❑ The average commuting distance is 7.6 miles, and asking them to travel an additional mile is not acceptable.
- ❑ The community has issues about the proximity to schools.
- ❑ The community doesn't want Scott Valley Road to become another cut through.
- ❑ Only one person preferred the road be made into a cul-de-sac.
- ❑ The community felt the design that accomplishes both left- and right-hand capabilities could use some tweaking.
- ❑ Speed humps are scheduled to be installed in the summer of 2003 on several streets in the sub-divisions and may cause cut through traffic.

Mr. Harris Robinson presented an overview of the traffic analysis. At the request of Mr. Kelly, Mr. Robinson also distributed a list of traffic signal warrants to the committee.

Mr. Kelly stated that he thought, in earlier proposals, Brandon Mill included a southbound dual left turn; what type of backup will happen here? Could there be a double left turning lane?

Mr. Palladi stated all accel/decel lanes were removed, except at the signalized intersections. Mr. Robinson added that the southbound left-turn volume from Brandon Mill Road is less than half the northbound left-turn volume from Johnson Ferry Road. Therefore, a dual southbound left-turn lane from Brandon Mill Road was not needed, because ample green time would be given to this movement. The other proposal did show a southbound right-turn lane, which would be included in the plans.

A CAC member wanted to know if a pedestrian overpass could be built.

Mr. Palladi said that this could be done; however, GDOT has found that not many walkers/bikers use them unless they are "trapped" by fencing or houses, which "leads" them into the corridor. Additionally, an overpass must meet ADA (Americans with Disabilities Act) standards. For these reasons, it is not recommended.

A rough draft was presented as a possible alignment for the greenway and was placed over the proposed plan. Mr. Kelly stated that his subdivision wants to maximize the green space on their side of the road and that the road should be equal distance from the north and south sides. Also, the fact that funding still has not been identified needs to be communicated to the neighborhoods.

Mr. Palladi reported that he has spoken to Congressman Isaakson's office regarding the comments received from the community through the CAC about the funding for the green space. Congressman Isaakson has been looking at different sources of funding such as block grants and federal grants to address the community's desire for the green space.

Ms. Angela Alexander stated that federal dollars could only be used for right-of-way to construct the roadway. In addition, a design may not be approved that intentionally increases the right-of-way cost.

The CAC members reviewed the maps, which reflected the changes made from previous suggestions received from the CAC members and recommended that the maps presented at the CAC meeting be the maps displayed for the PIM. The maps were approved by the committee with the request for minor modifications being made to Burdett Drive curve alignments to clear impacts to some of the houses and that the notes sections on the maps contain a bolder font.

CAC members were reminded of the PIM meeting date and time. The meeting adjourned at 12:00 noon.

<p>*Next PIM meeting: Tuesday, March 25, 2003 North Springs High School, 7447 Roswell Road. 5:00 - 8:00 pm</p>
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